SNS-AGRE-USA



GP-1 PART II™

INSTRUCTION BOOKLET

ATLUS®

SUPER NINTENDO®
ENTERTAINMENT SYSTEM



GP-1 PART II™

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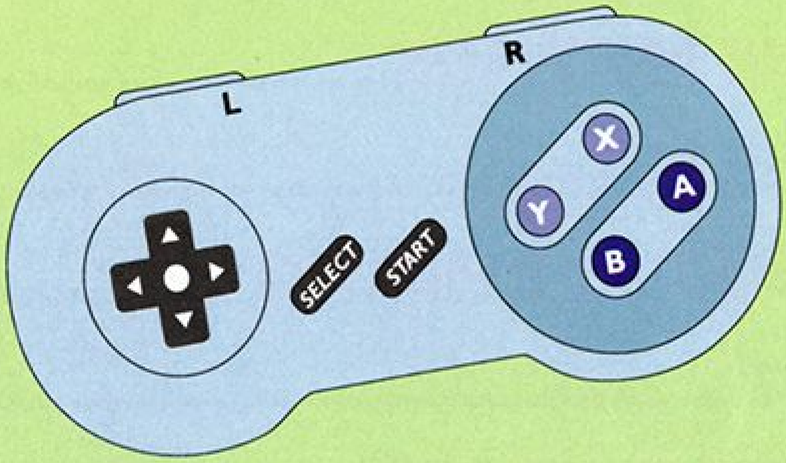
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CONTENTS



USING THE CONTROLLER



Control Pad	*Use to select commands and move cursor when entering name / Machine control (Left/Right)*
SELECT Button	*Press to view highest score for each course*
START Button	*Press to begin game or to pause during game play*
A Button	*Press to carry out a command / Throttle*
B Button	*Press to cancel a command / Brake*
X Button	*Use to view highest score for each course/ use while cornering to hold your bike closer to the ground.*
Y Button	*Use to view highest score for each course*
L / R Button	*Press to shift gears when using a manual transmission*

MODE SELECTION

There are Three modes to challenge your racing skills: compete on the circuit with GP RACE, beat the clock with TIME ATTACK, or take on a friend with VS. BATTLE. There is also an OPTION mode to change game settings.



GP Race



The GP Race is a world-class competition. Once you have selected this mode, you will run four local races and receive a score for each one. After the fourth race you will have your choice of teams depending on the total number of points you have earned. There are fourteen World Grand Prix races in all.

Your race will proceed in the following pattern:

NEW GAME

▼

NAME ENTRY

▼

TEAM SELECTION

▼

U.S. CHAMPION SHIP

▼

NEW TEAM SELECTION

▼

WORLD GRAND PRIX

▼

FINAL RANKING

This is the progress of the rigorous GP circuit from start to final ranking.

New Game

ENTER NAME

Use the Control Pad to choose a letter, and then push the A or B Button. Use the X and Y Buttons to delete letters already chosen.



TEAM SELECTION

There are six teams. Three of them, however, are Super Teams and cannot be used initially. To get started, make your selection on the Control Pad. Once you have accumulated more points, you can choose from the Super Teams.



Choose a balanced team that fits your riding style.

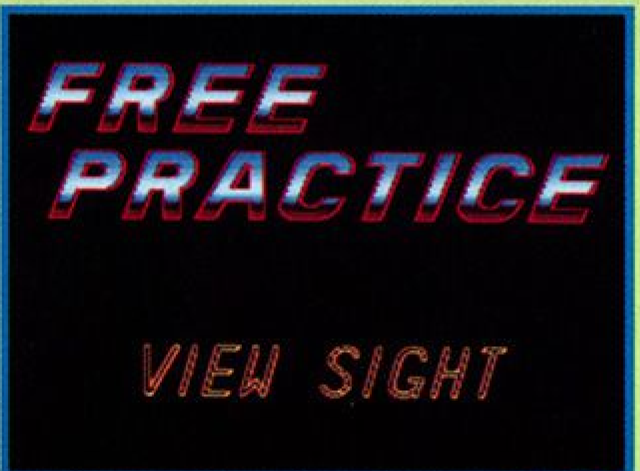


Choose either an [AUTOMATIC] or [6 SPEED] transmission.

After choosing your transmission, you may select [RACE], [PRACTICE] or [EXIT].



PRACTICE



Entering the Practice mode is recommended before beginning any race. Each practice round consists of three laps around the track on which you are about to race. Watch for rough spots and practice hard.

THE RACE

Each race must begin with a qualifying round. The score from this round will determine your starting position in the 12 cycle line-up.



Only the second lap of the qualifying round will be timed.



Your time in the qualifying round determines your starting position.

RESULT

After each race you will be given a ranking as well as individual points. Collect as many points as possible to continue upgrading your team.



Nine points is the max, but only the top nine finishers can score.



Your team selection after the U.S. Championship will be limited by your total score.

AND NOW, THE WORLD GRAND PRIX!

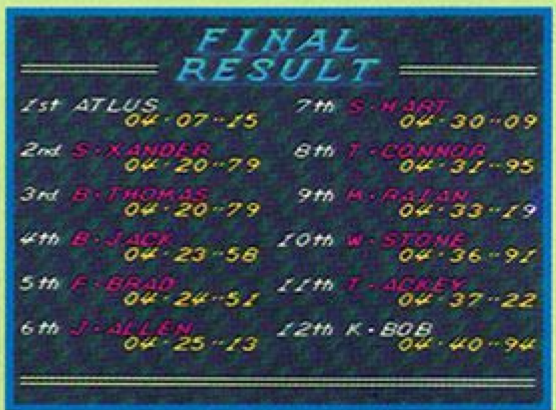


WORLD GRAND PRIX

You may change your team and move on to the fourteen world-class grand prix courses after completing four local races.

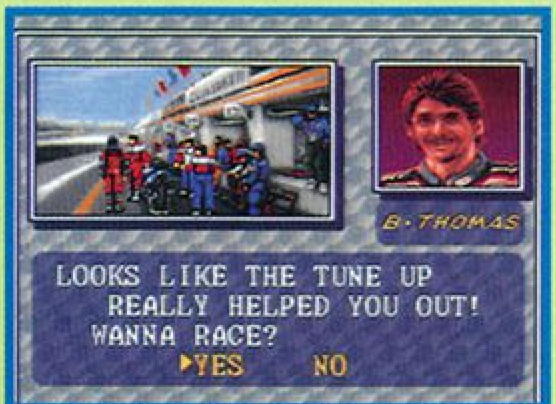


The first track is the Australian course.



You will receive your results after the race.

A challenger will appear and ask you to race after each qualifying round. If you accept and beat him, you will get all his points. The amount depends on how well he places in the final standings. The higher his position, the more points you will earn by winning. But if you lose, he will take any points you may have gained in the race.

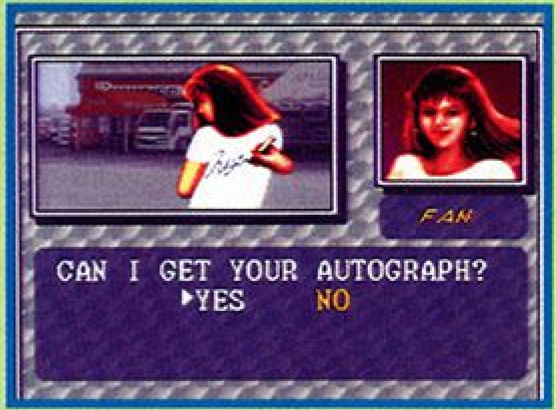


Decide whether or not to take the challenge.



Your challenger is a marked man. Look for the "Rival" sign.

Occasionally, an admiring fan will appear after the race and ask for your autograph. Don't be shy. Your generosity will earn you bonus points.



Combine these bonus points with your race winnings plus the points you get from rivals to improve your team.



Get all the points you can from rivals like this.



Allocate your points to four different areas: engine, frame, suspension and tire.

Continue

After the first World Race, in Australia, the password for that race will appear. Each race after that will be followed by its own password. Be sure to make note of them.



Time Attack

In the Time Attack mode, you may select seventeen courses in any order and choose any of the six teams. Points have no meaning here. It's just you against the clock.



Unlike GP Race, here you can race on any of the 17 courses in any order.



If you place in the top five, your score will be saved under Best Scores.

VS. Battle

VS. BATTLE is the 2-player mode. As in the TIME ATTACK mode, you may choose all 17 courses. Player-1 first selects the course, and then both players select their teams.



You can choose any team you want - even the same team as your opponent.



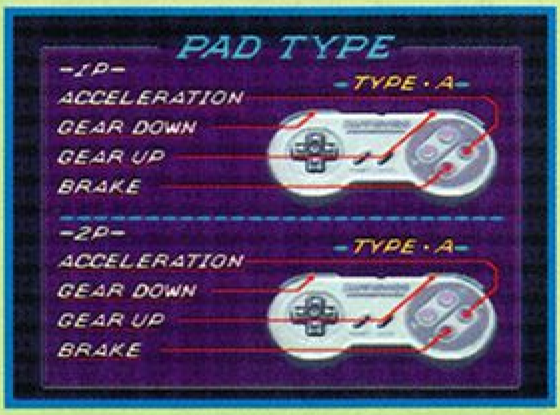
With the split screen, Player-1 is at the top and Player-2 at the bottom.

Option

There are five adjustable features : PAD ASSIGNMENT, LEVEL, NAME EDIT, SOUND, and RACE LAP.

Pad Assignment

Use the four controller settings to change the position of the throttle, brake and other functions. A is the default setting.



Level

There are three levels. In EASY, you will not lose control or crash if you hit another bike. In NORMAL, if you hit another machine you will lose control briefly but will not crash. If you choose HARD, you will lose control if you bump another rider and will crash if you hit him hard.

Sound

You may choose either Mono or Stereo to suit your television or sound system.

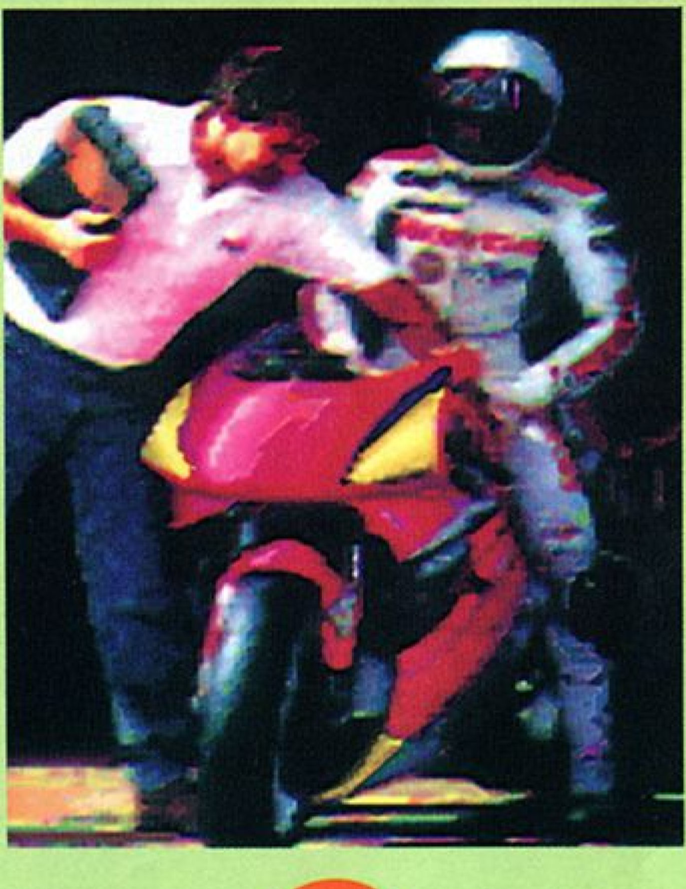
Race Lap

If you are in VS. BATTLE mode, you may use this feature to choose the number of laps (3,4, or 5) you wish to race. GP RACE and TIME ATTACK are always set at 5 laps and cannot be changed.

Name Edit

If you want to change the names of the other riders (max. 8 characters), you must do so before the first GP local race, or they will not apply during that game.





THE MACHINES

NZR 500



This bike has the highest top speed and reaches it quickly, but handling is not the best.

W-594



The W594 is an above average bike in most respects, but it may be difficult to control at times.

RJV-r



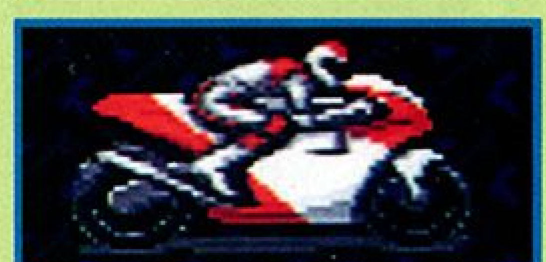
A well-balanced bike, the RJV-r has a good combination of speed and easy handling.

NZR 500



You will find this machine fairly easy to control, but it loses traction easier than some of the other bikes.

YTR 500



The excellent suspension on this machine will give you very good control and cornering ability.

ROG



The ROG has great suspension that will make control even easier than YTR500 and cornering a breeze.

THE COURSES

Australia



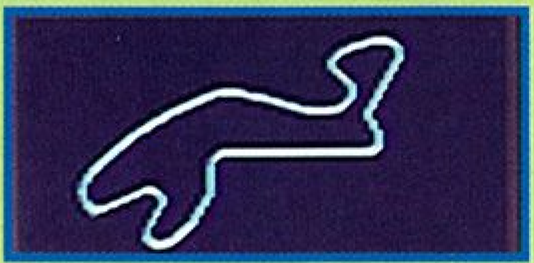
Maintain your speed, particularly through the last corner, but be careful of the two hairpin turns.

Spain



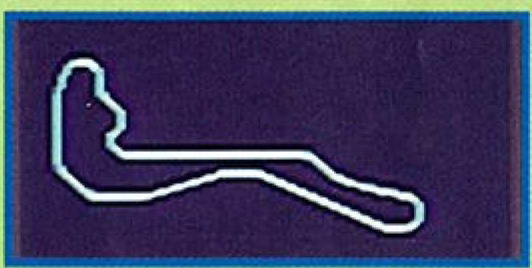
Built for speed, but back off the throttle at the last turn - a tough hairpin.

Malaysia



Stay controlled at the sharp-angled bend just after the first corner.

Austria



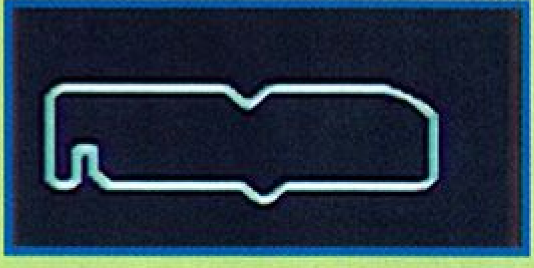
An easy course except for the sharp bends designed to keep machine's speed down and riders on their toes.

Japan



Watch your speed and angle while banking in the first corner. The second one is tougher than it looks.

Germany



Like Germany's Autobahn, there is no speed limit here, so gun it through the whole race and see what your bike can do.

Netherlands



The turns are many but not very sharp. Use your cornering skills to wind your way to the finish line.

Great Britain



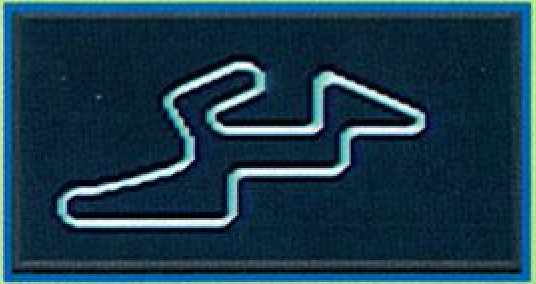
Run a straight line through the S-curve after the first corner. Be careful on tricky hairpins and last corners.

Italy



Take advantage of the long, straight run but be careful around the S-curve and the hairpin.

Czech



This track in Eastern Europe is famous for its squared corners. Watch those turns!

France



The key to the French track is maintaining your speed through the 2 hairpins.

U.S.A.



This is a fairly easy course, but the first hairpin can catch an unsuspecting competitor off guard.

Argentina



The last set of corners are a real challenge to your handling skills: a more than 180° right turn followed by a quick left.

Mountain



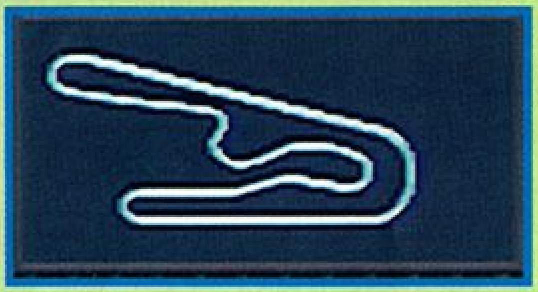
There are no tight corners on this track, so give it all you've got.

Europe



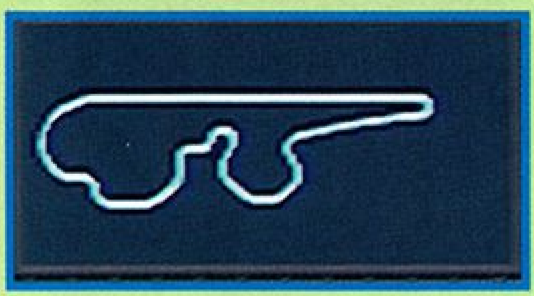
With little room to pass, you will need a good pole position after qualifying to do well. Once achieved, it is easy to maintain your lead.

Twin Head



The trick with this course is to keep your speed from the back straight-away all the way through the homestretch.

View Sight



Be careful on the first corner just after your first lap. Too much momentum from the homestretch can blow this turn.



RIDING TECHNIQUES

Technique 1

Use the X Button to hold your machine while banking around tight corners. This will help you shave precious seconds off your score and keep you from sliding out on turns.

Technique 2

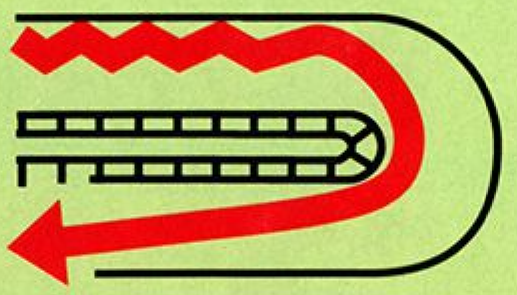
To get a rocket-fast start, push your RPMs to the point just before the red-line at the moment the signal light turns green.

Technique 3

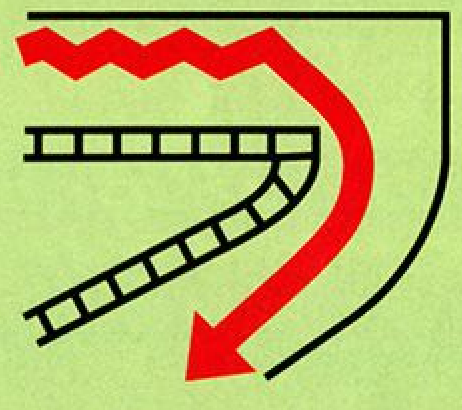
Use the three racing tips illustrated below to cut more time from your score and take the trophy!

Tight Cornering

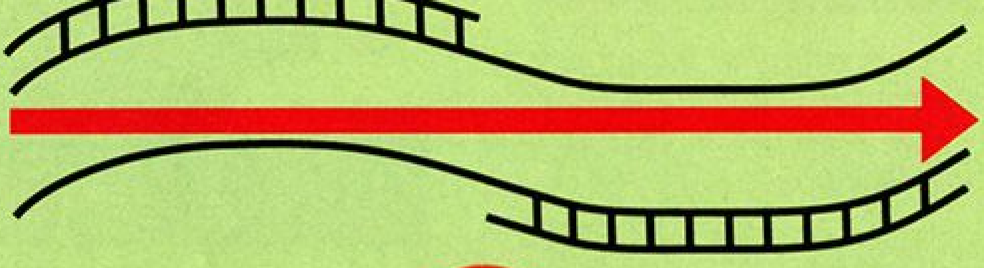
Brake going into the turn and hit the throttle right at the mid-point.



Compound Corners



The S-Curve



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